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Hongkong, 8th August, 1908.

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ONLY communications relating to the news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On July 21st, to Mr. and Mrs. R. MORGAN, of Hankow, a son.

On August 1st, at Liu-kung-tan, Weihaiwei, the wife of WALTER E. WOLSKI, of a son.

DEATH.

On August 2nd, at Shanghai, EDWARD GOULDING, son of E. G. Wilson, aged 18 years and 6 months.

HONGKONG OFFICE: 10A, DES VECQ ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 7TH, 1908.

THERE is nothing in the admirable little speech made by Sir ROBERT HART at the dinner given in his honour by the London branch of the China Association that will appeal to residents in China as being strikingly new to them; but a speech delivered in the metropolis of the British Empire by the great administrator—the Great Mandarin, as he is described by one of the London papers—commands worldwide attention. No man in China is better qualified than the universally honoured Inspector-General of Customs to express an opinion on the regenerating influences which are at work, presaging vast and pregnant changes in the national life of China. And optimism was the key-note of the speech. China, he told his audience, is facing the future with confidence. "The time of transition may be long, and both accident and mistake may have either the effect of retarding or temporarily stopping progress, but there will be an advance of progress surely, if slowly." Unlike many superficial writers on the subject, Sir ROBERT HART does not incline to belief in a rapid transformation such as the world witnessed in Japan. The transformation in China must inevitably be slow

and it would have been extremely interesting to have had Sir ROBERT HART's observations on the forces making for progress in greater detail. China, it appears to us, will owe her transformation not so much to any initiative on the part of the present generation of high officials as to the force of a new public opinion created by the great army of Chinese students who are being educated abroad in more advanced countries. The West is daily coming more and more into violent contact with the East. When Sir ROBERT was speaking of his own particular work, he incidentally remarked that Western science and Western knowledge are reaching every hamlet in every province in China, thanks to the rapidly developing postal organisation. There can be no doubt about it that China is drinking deeply of the elixir of a new life and storing up energy and vitality to meet the changed conditions, and the development that is still to come. It was as astute as it was wise on the part of the Government to contract a loan with an American syndicate, money being urgently needed for the introduction and carrying on of reforms in that Vicereigny. It is further stated that H. E. Tang Shao-yi, the Special Ambassador to the United States to tender the thanks of the Emperor for the return of a portion of the Boxer Indemnity, will, amongst other things probably conduct negotiations for the completion of the proposed Loan.

The many friends of Captain Mitchell-Taylor, A.D.C. to H. E. the Governor, will be sorry to learn that he is suffering from appendicitis and that it will probably be necessary for him to undergo an operation.

Mr. R. Baxter has joined the Volunteer Corps and been posted to the Engineer Company. Corporal A. J. Williams is permitted to resign on leaving the Colony with effect from the 1st August, 1908. The Commandant (Lieut. Colonel Chapman) has been pleased to make the following promotions in the Cadet Company: Cadet Witchell to Lance-Corporal and Cadet Hock to Lance-Corporal.

The Rev. L. Genachzki begs to acknowledge with thanks the following donations received for the Blindhome, Kowloon, now transferred to Hongkong:

W. Helms, Esq. ... \$100.
C. E. H. Beavis, Esq. ... 10.
E. Niedhardt, Esq. ... 15.
R. Ramsey, Esq. ... 10.

Further donations sent to the Rev. L. Genachzki 22, Bonham Road, will be duly acknowledged.

The Viceroy of Manchuria is reported to have obtained a qualified assent from the Central Government to contract a loan with an American syndicate, money being urgently needed for the introduction and carrying on of reforms in that Vicereigny. It is further stated that H. E. Tang Shao-yi, the Special Ambassador to the United States to tender the thanks of the Emperor for the return of a portion of the Boxer Indemnity, will, amongst other things probably conduct negotiations for the completion of the proposed Loan.

ANOTHER TYPHOON WARNING.

The following telegram was received at the American Consulate at 7 o'clock last evening from the Manila Observatory:—

Cyclone or typhoon N. off Aparsi filling up.

SHIPBUILDING FACILITIES AT KIAO-CHAU.

A Kiao-chauship to a London paper says:—The Governor of Kiao-chauship, Vice-Admiral Trappel, intends to resign that post in the autumn. It is rumoured here that Rear-Admiral von Klemm, Chief Director of the Imperial Shipbuilding Yard here, and whose appointment will expire during the coming autumn, will be sent out as Governor of Kiao-chauship, as it is Germany's intention to develop the shipbuilding facilities of that Protectorate.

SHIPPING NEWS.

The London Gazette publishes an Order in Council determining the amount of the fees payable in respect of the grant of certificates to ships carrying Chinese emigrants from ports in China and Korea to certain colonies which require the production of such certificates. The fees are £1 upon application for a certificate; £2 for a certificate at a second port on the same day; £3 for a third port, &c., up to an hour. When the inspection takes place on Sundays or holidays the fees, in addition to that prescribed for a certificate, will be 2s.

THE C.P.R. ROUTE.

On 9th July, Sir Wilfrid Laurier, the Premier, moved in the Dominion House of Commons that it was desirable that steps should be taken to achieve the results aimed at in the resolution of the Imperial Conference to establish a fast steamship service over the Atlantic and Pacific Oceans, and that Canada should endorse the resolution by affirming that she was prepared to assume a fair share of the necessary obligations. The Premier said that it might not be advisable to subsidise steamers as large as the "Mauretania," but that a subsidy might be granted for a fleet of 20 to 21 steamers. The hope was entertained that the Continent might be crossed in five days, but as to the Pacific service they were in the dark, as the present service to China and Japan was too slow. They should have steamers for the Pacific of 18 to 20 knots. While the idea appeared excellent, the Government was at present only asking Canada to approach Australia and New Zealand with a view to reaching a definite agreement regarding the Imperial Conference resolution. The matter was discussed at length, and the debate adjourned.

PRESENTATION TO THE "SAXONIA'S" CAPTAIN.

The Japan Chronicle reports that Captain Habel, of the Hamburg-American Line's "Saxonia," has received from His Majesty the Emperor of Japan, through the German Consul, a silver medal in recognition of the rescue of three shipwrecked Japanese in January last. When the "Saxonia" was passing Hinomisaki light-houses, a signal was made to the steamer that a ship had been wrecked close by. Captain Habel at once made preparations to attempt to render assistance, and, although a very heavy swell was running, succeeded in turning the "Saxonia" round. Having sighted the wreck—a Japanese schooner—the "Saxonia" was taken as close to the distressed vessel as was possible with safety, and after a large quantity of oil had been thrown overboard a boat was lowered, and the three survivors were safely hauled off one by one, and taken on board the "Saxonia," which then resumed her voyage, bringing the rescued seaman on to Kobe. It is interesting to note this is the third occasion on which Captain Habel has received acknowledgments for saving life at sea. On the first occasion he received a gold medal from the Kaiser, and the second time he was given a silver cup.

GERMAN SHIPPING.

According to the Leipzig "Neueste Nachrichten," the heavy increase in working expenses has compelled the Hamburg-American Line and the North-German Lloyd Company to take steps with a view to securing financial assistance from the German Government in the form of loans of Imperial funds at a low rate of interest. The Leipzig journal understands that a well-known Berlin banker has already approached the Emperor William on this subject, and that His Majesty has expressed himself in favour of the proposal. According to this account, the Government loans would be devoted to new construction.

The plea which is put forward on behalf of the two large German shipping companies is no doubt warranted, says the Times correspondent, but it is conceivable that in reality this application may have been prompted by a desire to recover for Germany shipping the blue ribbon of the Atlantic, which was lost upon the advent of the Lusitania and Mauretania. The Government for its part will not be unwilling to take advantage of this opportunity in order to add to its fleet of auxiliary cruisers and transports.

The following members passed in Somaphe Signalling at the examinations held at Volente Headquarters during the month of July:—Gunnars B. F. Chapman, W. Pelling, P. Jacks, Trooper Morphy, Trooper Melbourne, and Gunner M. E. McIlroy.

In order to prevent a large number of Chinese sailors who do not know English from suffering under the new language test, the Board of Trade has stated that Chinamen in English ports may be shipped to Eastern ports for the next three months, provided they are discharged before the ship returns to the United Kingdom.

Michael Connolly, a gunner in the R.G.A., was charged before Mr. J. H. Kemp at the Magistracy yesterday with the theft of a silver watch and metal chain, the property of the crewman of the steam-launch "Lee Ka." The "Lee Ka" went ashore at Slovenskata in the recent typhoon, and it was stated in evidence yesterday that the defendant removed the watch and chain from the launch. In his statement, however, he told the magistrate that he found the articles on the shore and handed them to his commanding officer. His Worship regarded a conviction, but in view of the special circumstances of the case and the previous good conduct of the defendant he said he did not intend sending him to goal. He would impose a fine of \$25 with the alternative of one month's imprisonment.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE BUSH FIRES.

LONDON, August 6th.

The bush fires near Vancouver have restarted, and Micheltown is now burning.

According to the latest information the loss of life has been exaggerated, but no authentic figures are yet available.

THE ZEPPELIN AIRSHIP WRECKED.

LONDON, August 6th.

Count Zeppelin's airship has been wrecked in a hurricane. While repairs were being effected an explosion occurred.

The German Government, it is stated, will compensate the inventor.

TURKISH MINISTER LYNNED.

LONDON, August 6th.

The Turkish ex-Ministers have been arrested and Fehim has been lynched.

CHAOS AT TABRIZ.

LONDON, August 6th.

A state of chaos prevails at Tabriz and barbarous fighting is taking place there.

A.C.P.R. STRIKE.

LONDON, August 6th.

The mechanics in the employ of the Canadian Pacific Railway Co. have decided to strike.

[REUTERS' SERVICE.]

THE KAISER IN SWEDEN.

LONDON, August 6th.

Their Imperial Majesties the Kaiser and Kaiserin have arrived at Stockholm where they were received by the King and Queen of Sweden.

PERSIA.

LONDON, August 6th.

Firing has been progressing at Tabriz since Monday morning. The Turkish Consul has demanded a cessation of the civil war, otherwise his Government will be compelled to intervene in order to protect injured Turks.

Advices from Teheran state that the Shah has protested to the Turkish Embassy against the receiving of crowds of refugees without reason, and the Embassy has ordered them to leave; they, however, refuse to go, and remain in the Embassy.

THE PARIS STRIKES.

LONDON, August 6th.

Though the general strike in Paris was a fiasco, there were several collisions between the police and demonstrators yesterday, and a number of policemen were injured.

£30,000,000 PANIC.

ENORMOUS DEFICIT IN THE UNITED STATES.

A Washington, telegram dated June 30 says:—

The Treasury deficit for the fiscal year is £11,900,000. On the previous fiscal year there was a surplus of £17,400,000.

This extraordinary deficit is due to the grave financial panic last autumn which resulted in the failure of many banks and business houses throughout the country. The monetary stringency became so great that wages were paid by cheque, and ordinary commercial affairs transacted on the same basis.

The Federal Treasury saved the situation by liberal advances. Between September 1 and October 30 it lent more than £14,000,000 to the banks—the largest amount ever lent by the American Government. This reduced the Treasury balance to less than £1,000,000—the lowest in the history of the country.

NEGRO AND X RAYS.

There is a certain negro to be seen in the streets of Paris to whom it is dangerous to speak of the X rays. His face, which was once a beautiful ebony colour, and the top of many a "nappy gal" is now covered with unsightly grey patches. Question him, and he will tell you in a voice broken with emotion, "You see in me a negro who tried to change his natural colour." Like many another negro in the States he longed to be made white. One day he was told by a Philadelphian quack who had been treating cancer with the X rays, that "under the influence of the rays the skin of a negro would turn white." One negro resolved to try it.

The negro suffered atrocious agony with all the patience of a martyr, but one morning after being roasted alive on a gridiron, he was rewarded by waking up to find himself as white as an albino. Alas! how transient are our joys! Two months later the colour began to return—not all at once, but by instalments. The unfortunate part of it is that some parts have never got beyond the grey stage, and the negro is now neither black nor white. "Ah, sir," he said, "the gods of my country are avenged. I am a dismembered negro—a renegado badly whitened. All that is left me are my black thoughts." And he went off to get a black coffee.

THE TYPHOON SHELTER.

THE GOVERNMENT'S REJOINDER.

The following reply has been returned by the Government to the letter from the Shipping Firms published in our yesterday's issue:—

Colonial Secretary's Office, Hongkong, 6th August, 1908.

Gentlemen.—I am directed to acknowledge the receipt of your letter of the 5th instant protesting against the resolution to be considered to-day by the Legislative Council to raise the Light Dues from 1 cent to 2 cents per net register ton for the purpose of defraying half the cost of the proposed Typhoon Shelter at Mongkoktau.

Your letter of the 23rd of June to which reference is made was received under cover of a letter from the Chamber of Commerce dated the 3rd ultimo.

A reply was sent to the Chamber on the 25th ultimo and in the circumstances the Government did not conceive that a separate answer to your letter of the 23rd of June was necessary.

With regard to the 2nd and 3rd paragraphs of your letter under reply, I am to point out that you have misunderstood the nature of the reference made to the Typhoon Relief Committee in our yesterday's issue.

2. With regard to the 2nd and 3rd paragraphs of your letter under reply, I am to point out that you have misunderstood the nature of the reference made to the Typhoon Relief Committee in our yesterday's issue.

3. Your contention now is that so large and costly a shelter is not necessary, and you aver that on the night of the typhoon of the 27th July the shelter at Causeway Bay was by no means full and that on the afternoon of the same day

may be required later. I will add one or two remarks to the observations contained in the memorandum. In the first place it may be said that this typhoon refuge is mainly for the benefit of native craft. Why then should the native craft not pay for it? The answer to that I have briefly given in the memorandum, namely, that it is not only the native craft that benefit but European shipping. Some European firms themselves said in one of their earlier letters, "We materially benefit from the typhoon refuges." To this point I shall recur later in the observations I am now making. The following facts may I think, be of interest to you: In 1907 it is calculated that licensed and unlicensed junks paid 3 cents per ton. That is one cent more than is now asked from ocean shipping as a temporary means to provide for this shelter. It has been calculated, too, that of the revenue, produced by the fees and other charges on native craft 53.3 per cent. is spent upon them, whereas for the ocean shipping 83.5 per cent. of what they produced is spent upon them. Fishing junks pay practically the same as trading junks. River steamers, on the other hand, paid only 4 cents per ton by night, equaling 0.12 or one-seventh a ton on all river tonnage entering the harbour. We therefore have calculated that in the increased percentage they shall pay in the resolution now before the Council. In going into this question it was demonstrated that the fees levied on cargo boats, lighters, and water boats was somewhat inadequate, and this is why they have been raised. In the second place I would remind the Council that in December 1896 the unofficial members of this Council were unanimous with one exception, that the light dues should be permanently increased, not temporarily, to 2½ cents per ton. That recommendation was not at the time accepted again. In 1902 the committee appointed to investigate sources of possible increase in the revenue, proposed that 2½ cents should be levied on shipping, so that the proposal now before the Council is not a novel one. It is one which has already been fully investigated and one which has been unanimously approved in this Council with one exception. The papers which have been laid on the table show that during the time the light dues were increased for the erection of the Gap Rock Lighthouse to 2½ cents the tonnage entering this port steadily increased, but it was noticeable that the tonnage of junks remained stationary. Why was this? I think it is reasonable to assume that it is due to the fact that this harbour will not accommodate more junks in safety. You cannot expect larger junk traffic so long as junks are exposed to the risks which they are at the present time in every typhoon which blows. It may be further asked why should this tax be imposed upon shipping only? I fear gentlemen that when we come to frame the budget for next year we may find that shipping is the not the only industry which will have to pay extra taxation. What with the fall in exchange, what with the precarious position of the opium monopoly, what with subsidiary coinage, what with the heavy loss suffered in this last typhoon in addition to the rain storms which preceded it, what with increased interest on railway construction, and the prevailing trade depression, I fear that the outcome is not a very bright one. Already the margin that we have over the capital expenditure on public works extraordinary has fallen practically to its lowest limit. It only stands two-thirds of what it was last year and is only sufficient to complete the works already under construction and those minor works which from year to year become absolutely necessary. Next year we shall have to make extra for interest on railway construction, and these sums for the railway will go on steadily increasing until they culminate in 1911 when we shall have to create a sinking fund on our borrowings. In that year, including interest and sinking fund, we may assume we shall have to pay four and a half on one million sterling and three and a half on half a million sterling. That will amount to a capital sum of £1,000,000 or £255,000 which in the falling rate of exchange will mean something like \$800,000 out of our revenue. I think hon. members will agree, after what I have said, that the Government may feel that it has a mandate, a mandate of quite an extraordinary and unanimous description, to undertake the construction of this refuge. It has been urged in the strongest terms in this Council. It has been urged by the Chamber of Commerce. It has been urged by committees which represent the varying interests of this colony. It has been urged by the local Press. Acting on that mandate the Government has prepared a scheme and it has come to definite decisions. The sanction of the Secretary of State to the proposals has been asked and we have already gone to the extent of acquiring a dredger to commence the work. I think therefore that we must say that the decision to build a shelter is one that has been taken by the community as a whole and not merely by the Government. The pledge of the late Governor and myself that this should be undertaken without delay was unanimously welcomed. Therefore we have acted upon it. Reconsideration of this fundamental question appears to me now to be impossible. If the Government were to hang up the question again, to reopen the arguments on various sides, it would in my opinion lay itself open, and justly, to the charge of vacillation and inaptitude. I will not harp over the various arguments which have been employed in this question, but I will recapitulate very briefly in order to show of what the mandate consisted. In 1904 the Chamber of Commerce urged that Causeway Bay was inadequate. They also said it was on the wrong side of the harbour and that they would welcome a change of position. They welcomed a larger area. They added that they had constantly urged that since 1898. Unofficial members of the Council, including the representatives of the Chamber of Commerce and the shipping interest, endorsed this view. The Typhoon Committee was unanimously in favour of the typhoon refuge to be established at Mongkoktsui. In their last letter the signatories who represent the shipping interest say: "It is quite true that two of those who signed the protest had also signed the report of the Typhoon Refuge Committee." But, gentlemen, if you turn to the list of members of that Typhoon Committee you will find not merely two, but you will find the representatives of the P. & O., Jardine Matheson & Co., Butterfield and Swire, Gibb Livingston & Co., David Sassoon & Co., and Shaw, Savill and Company. You will find that six of the shipping firms recorded their opinion that the typhoon refuge was absolutely necessary and that it should be constructed at Mongkoktsui, six out of the eleven signatories who happened to be on the committee. In addition there are three other signatories of leading shipping firms who I notice did not sign the present protest. Finally, the question was referred to the Public Works Committee of the Council. They unanimously recommended that the typhoon shelter should be built at Mongkoktsui. Their recommendation carried greater weight than perhaps any other, carrying the fact that the day before that committee advised an estimate in which it was stated that the typhoon shelter would cost a million and a half dollars, a spite of that they recommended that it should be built. The Public Works

Committee included I think, the Chairman of the Chamber of Commerce who also represents very important interests in this Colony. A dredger might beats upon a scheme when you know who has got to pay for it and in the last letter which came from the Chamber of Commerce or from the shipping interests they practically say that it is quite true that some of them signed that typhoon report. They, however, were under the impression that Government was going to pay for it. With that I certainly sympathise. It is no doubt human nature that it should be so. I expected a protest from the shipping industry, and they drew a very dismal picture of the ruin and disaster which is going to overtake the Colony in consequence of the extra cost in light dues, but practically their arguments, I think, may be summed up in two general views. The first is that the tax is too heavy; the conditions are not the same as they were ten years ago when the Gap Rock Lighthouse was built. Competition is keener; ships are larger and pay more in dues, and rival ports are springing up. Secondly, they say they are not opposed in principle, but would like a longer time. They would like the contribution to be spread over a longer time in order to meet their views. I have reduced the proposed tax from 2½ cents to two cents, and it is now spread over a period of eleven years instead of five years as was anticipated at first. In the letter written at that time by the Hon. Colonial Secretary to the Chamber of Commerce I examined the proposal to finance the scheme by means of an over-draft on a local bank at six per cent. I propose a counter scheme myself, into which I will not go at the present moment until I hear the views of unofficial members upon it. After all, gentlemen, what is the matter in dispute? The shipping agrees to the principle; it agrees to the half cent. The Government has knocked off half a cent. There is therefore only half a cent in dispute. Half a cent at the present returns from shipping represents a sum of \$40,000 a year. I notice that the signatories to this protest all represent British firms. If you turn to the Harbour Master's report for last year you will find that the tonnage on British ships stood at 5,922,820, and on foreign ships at 5,589,393. That is to say, it is practically half and half. The extra liability thrown upon the British firms amounts to \$20,000 per annum. Really, gentlemen, I think that is a small sum, and it is hardly worth the indignant protests which have been received by the Government in the matter. If indeed the disastrous effects which the shipping interests contemplated will follow upon the policy of the Government it may perhaps after some years trial be possible to alter our fiscal course, but in the meantime I think, as I have already stated, that the proposal which is now before the Council is a reasonable one, and a moderate one. With regard also to the point as to theonus which falls upon the shipping, it will be interesting for you to know that careful calculation shows that during 1907 including charges for light dues and buoys, the charge to each P. & O. mail steamer was \$243, the charge to each Messengers Maritime steamer \$144, and to each German steamer \$203. These gentlemen, don't seem to me to be at all outrageous figures. It is to me a matter of the very greatest possible regret that we have not reached perfect unanimity on this question. The decision is a very grave one, and I can assure you it has been duly weighed. It is not pleasant at any time to impose extra taxes, least of all at a time when the community is suffering when the proposition, most of all is distasteful to the community of such vessels by members of those who have signed this protest, members of the community whose views are entitled to receive the utmost weight and consideration from the Government. I had hoped that the compromise of two cents per ton would have produced unanimity, and I greatly regret that it has not done so. It is, as we all know, a year of increased taxation. We know that at home in the United Kingdom, in Japan and other places in the Far East, and all round, the burden of taxation is increasing; and we cannot hope that Hongkong should remain exempt. Now, gentlemen, turn to another aspect. In this matter the Government is placed, as we may say, under cross fire. On the one hand I find myself standing here to-day to defend the principle of constructing a typhoon refuge. It has been urged in the strongest terms in this Council. It has been urged by the Chamber of Commerce. It has been urged by committees which represent the varying interests of this colony. It has been urged by the local Press. Acting on that mandate the Government has prepared a scheme and it has come to definite decisions. The sanction of the Secretary of State to the proposals has been asked and we have already gone to the extent of acquiring a dredger to commence the work. I think therefore that the decision to build a shelter is one that has been taken by the community as a whole and not merely by the Government. The pledge of the late Governor and myself that this should be undertaken without delay was unanimously welcomed. Therefore we have acted upon it. Reconsideration of this fundamental question appears to me now to be impossible. If the Government were to hang up the question again, to reopen the arguments on various sides, it would in my opinion lay itself open, and justly, to the charge of vacillation and inaptitude. I will not harp over the various arguments which have been employed in this question, but I will recapitulate very briefly in order to show of what the mandate consisted. In 1904 the Chamber of Commerce urged that Causeway Bay was inadequate. 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gave full information regarding that purchase, I think we may say it was a good bargain, and I hope that its acquisition will reduce the cost of the typhoon shelter. I may remind you that if the dredger had been sold out of the Colony we should have had to pay monopoly rates for whatever work we had to do, and I have good reason to believe it was likely to be sold out of the Colony, and within 48 hours an offer was made. She was surveyed as late as November last, and I was advised that to redecorate her now would be an unnecessary expense to the Colony. She was surveyed in working condition and found to be everywhere sound and fit for her purpose. I may add too the figures given by the Hon. Director of Public Works when he contrasted the capacity of the "St. Enoch" with the "Canton River" that the maintenance of the one compared with the other is 4 per cent. I will add a few remarks before I resume my argument regarding the last letter which I only saw this morning from the shipping interests. They say that the last typhoon goes to show that there is no necessity for constructing another shelter at Mongkoktsui. I am informed, gentlemen, that according to the Government's proposal in all its bearings, if that is, they still remain unconvinced by Your Excellency's statement of the case. I am hopeful that they might be convinced of the validity of the reasons which are moderate. In any case I have been asked by the Chairman of the Chamber of Commerce to beg Your Excellency to postpone this most important resolution, say for a week, and I therefore think it is my duty on behalf of the Chamber to make this appeal.

Hon. Mr. GARNETT—Your Excellency,

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ST. ESTEPHE	Superior Fine Flavour	... 10.00	5.50
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Hongkong, 28th July, 1908.

concurrent of opinion in this Colony is in favour of the Government's proposal, and the mover of the amendment proclaimed himself a believer in the moderate proposals of the Government. He said that a new and hitherto unthought-of project had been foreshadowed in the last letter from the shipping interests, namely, the idea of filling in about Causeway Bay. That is a familiar idea, and has, I believe, been thought of. I had suggested to me sometime ago—and I thought it was not unknown to the hon. member—who I am sorry to see is absent to-day. I had a valuation made. I thought it at first a somewhat ambitious project to mortgage so to say, the land which might be reclaimed, and so to provide funds for this typhoon shelter. But I am advised that the reclamation of a very considerable portion of the bay would only produce a sum of something like \$16,000, not one-hundredth of the sum required. I am also myself very strongly of opinion that there must always be a shelter, though perhaps not so large, in the east as well as in the west. It may be possible hereafter to reclaim some portion of the inland area of Causeway Bay, but that cannot at any rate be done until the shelter at Mongkoktsui is completed and a going concern. That will not, in all probability, happen during the period I have the honour to occupy this chair, and I do not feel I could pledge futurity by any promise that any sum realized shall be devoted to defraying any outstanding balance on the Mongkoktsui refuge. That is a sensible and useful project to mortgage so to say, to provide funds for this typhoon shelter.

Hon. Dr. HO KAI—Sir, I must say I am in favour of the Government granting the request of the hon. member representing the Chamber of Commerce, which was supported by the hon. member who has just taken his seat. Personally, I think a conference would be sufficient to settle all disaccords, also to make everyone thoroughly understand the position we are in. As in the case of the Public Health and Buildings Bill, I am quite confident that this conference would be productive of much good, and I quite believe with the hon. member for the Chamber of Commerce that the result of it will repay us. I may say that the views I expressed in September two years ago in this Council I still maintain. I say come what may, and cost what it may, we must, upon the broad principle of humanity alone, do something to save these poor Chinese who live on the water and their craft from destruction by typhoons. And if the cost cannot be found by increasing the light dues, then, it has to be found by the increasing of rates or the assessed taxes of the Colony. The question before the Council just now is to this: Are the ratemakers of this or shall we ask the shipping firms to increase their contribution by one cent per ton for a certain number of years? As a representative of the Public Health and Buildings Bill, I am quite confident that this conference would be productive of much good, and I quite believe with the hon. member for the Chamber of Commerce that the result of it will repay us. I may say that the views I expressed in September two years ago in this Council I still maintain. I say come what may, and cost what it may, we must, upon the broad principle of humanity alone, do something to save these poor Chinese who live on the water and their craft from destruction by typhoons. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are to stand for a fixed period will be continued until countermanded.

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THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 11th inst., at NOON, instead of, as previously advertised.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents, Hongkong, 7th August, 1908. 115

NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA

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NOTICE IS HEREBY GIVEN that the Undersigned has To-day RESUMED CHARGE of this Office.

T. ARIMA,
Manager,
Hongkong, 6th August, 1908. 1161

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FINANCE.

A FIRM of old-established London Merchants invite Correspondence with Producers, Merchants or Agents, with a view to organizing new Imports, Exports or other suitable business. Please address with particulars and references to "MERCATOR," care of Street's, 30, Cornhill, London, England. 1158

NOTICE.

THE COMMITTEE of the YUK KIU KAU CHAI CHARITABLE INSTITUTION beg to acknowledge, with grateful thanks, the Subscriptions mentioned below for the Flood Relief Fund for the Yuk Kiu Village in the Hoek Shan District, in the Shui Hing Prefecture.

Wm. Meyerink & Co.	\$200
Garsels, Boerner & Co.	100
Holland-China Trading Co.	200
Ferd. Bornemann	100
E. D. Sasoon & Co.	100
Arnhold, Karberg & Co.	100
Jehan & Co.	100
Schuldt & Co.	100
Carlowitz & Co.	100
Butherford & Swire	250
David Sasoon & Co.	100
Jardine, Matheson & Co.	250
Java-China-Japan Lijn	250
Ross & Co.	250
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Austrian Lloyd's S. N. Co.	100
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Hongkong, 7th August, 1908.

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THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VIEUX BOAD CENTRAL, opposite the P. & O. Co.'s Office.

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Hongkong, 7th August, 1908. 1021

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DEVELOPING and PRINTING
UNDERTAKEN.

A. TACK & CO.
Hongkong, 7th August, 1908. 81

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LTD., Agents, Hongkong, 8th August, 1908. 1157

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whereupon from the time of delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken-down and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, 8th August, 1908. 1158

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 11th inst., at NOON, instead of, as previously advertised.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents, Hongkong, 7th August, 1908. 115

NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA

HONGKONG OFFICE

NOTICE IS HEREBY GIVEN that the Undersigned has To-day RESUMED CHARGE of this Office.

T. ARIMA,
Manager,
Hongkong, 6th August, 1908. 1161

EXPORT, IMPORT, INSURANCE,
FINANCE.

A FIRM of old-established London Merchants invite Correspondence with Producers, Merchants or Agents, with a view to organizing new Imports, Exports or other suitable business. Please address with particulars and references to "MERCATOR," care of Street's, 30, Cornhill, London, England. 1158

NOTICE.

THE COMMITTEE of the YUK KIU KAU CHAI CHARITABLE INSTITUTION beg to acknowledge, with grateful thanks, the Subscriptions mentioned below for the Flood Relief Fund for the Yuk Kiu Village in the Hoek Shan District, in the Shui Hing Prefecture.

Wm. Meyerink & Co.	\$200
Garsels, Boerner & Co.	100
Holland-China Trading Co.	200
Ferd. Bornemann	100
E. D. Sasoon & Co.	100
Arnhold, Karberg & Co.	100
Jehan & Co.	100
Schuldt & Co.	100
Carlowitz & Co.	100
Butherford & Swire	250
David Sasoon & Co.	100
Jardine, Matheson & Co.	250
Java-China-Japan Lijn	250
Ross & Co.	250
Hamburg-Amerika Linie	250
Austrian Lloyd's S. N. Co.	100
	2,550

Hongkong, 7th August, 1908.

THE Company's Steamship

"TAMBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 13th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Go's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA

Hongkong, 6th August, 1908. 1163

PUBLIC COMPANIES

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of Shareholders will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 20th July, 1908. 1030

HONGKONG & SHANGHAI BANKING CORPORATION.

In the OULIU TAI-KE GIZERN, the MEETING will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1908, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. 1148

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY, the 10th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer for Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. 1149

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Business of NG YU, alias KWOK LOONG, (his name well-known to Foreigners), Matting Dealer, of Ngao-Chow Tai-Kai, Honam, Canton, was purchased from KAM I-WOO, in the year 1904, and the Firm was henceforth known as NO. KI, alias KWONG HING LOONG, and the aforesaid KAM I-WOO was employed as a Broker to secure orders.

In the year 1905 WONG TEE LAN became Sole Proprietor of the business, having bought out all the other Shareholders. The name of the Shop was therupon changed from NO. KI to NG YU alias KWONG HING LOONG, and KAM I-WOO still remained in the employ of the Firm as Broker, until the beginning of 1908, when he was discharged and ceased to be connected with the Firm.

It having recently been discovered that the name of the KWONG HING LOONG has been forged by some person or persons with intent to defraud, the PUBLIC ARE HEREBY WARNED, against such fraudulent persons.

NG YU, KWONG HING LOONG,

Matting Dealer,
Ngao-chow Tai-kai, Honam, Canton.
Hongkong, 3rd August, 1908. 1153

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, 20th July, 1908. 1132

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. B. M. SMITH,
Chief Manager.

Hongkong, 20th July, 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Certificate of the COMPOUND of Marine-Lot No. 42, Wan Chai, P. & G. East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHEONG & Co., Coal Merchants.

Apply to— N. MODY & CO.

54, 56, Queen's Road, Central.
Hongkong, 23rd July, 1908. 1103

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whereupon from the time of delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

ENTERTAINMENT

BOXING! BOXING!

The Greatest Boxing Contest Hongkong
Ever Witnessed.

THEATRE ROYAL, CITY HALL,
TO-MORROW (SATURDAY), 8th August.

MAIN EVENT: 25 ROUNDS.

"BATTLING" SIMMS v. JIMMIE O'BOURKE

(148 lbs., both of U.S.S. "Wilmington")

\$500 Gold Purse, \$1,000 Side Bet.

ENSN W. D. GRESHAM, U.S.N.

REFEREE.

Preliminaries: 6 ROUNDS.

HEINIE MILLER versus JIMMIE MCFADDEN

(128 lbs., both of U.S.S. "Wilmington")

"SHORTIE" McHENNA

U.S.S. "Wilmington" versus AMIE COYNE

(124 lbs.) H.M. Naval Yard.

NOTICE.—The Sime versus O'BOURKE fight is returning to their first encounter having resulted in a 15 rounds draw at Shanghai, while "Jimmie" O'BOURKE was serving on board the U.S.S. "Galveston."

TICKETS: \$1, \$2, \$3, and Ringside \$5.

THE MANAGEMENT.

First Contest starts at 8.30 P.M. sharp.

Doors open at 8 P.M.

Booking plans now open at the ROBINSON PIANO CO., LTD.

W. H. BAWOWSKI, Com. Std., U.S.N.

1150 U.S.S. "Wilmington."

NOTICES TO CONSIGNEES

S.S. "YAHRA."

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex-
e. "Charente," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 10th inst., at 8 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 3rd August, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELHI"

FROM BOMBAY, COLOMBO AND PORT TAKA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex a.s. "Mongolia." From Persian Gulf ex B. I. S. N. & E. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 5th August, 1908.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship.

"ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 5th August, 1908.

SANG MOU

BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908.

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HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, July 9.

HAMBURG SHIPPING.

According to the "Hamburger Binnenges" a statistical paper, there were borne on the shipping register of this port at the end of last year:

712 sea-going steamers ... 643

595 sea-going sailing vessels ... 550

141 sea-fishing craft ... 140

558 river steamers and launches ... 503

536 river boats, lighters, barges &c. 4736

253 coast and river fishing smacks ... 387

7683 6989

The not carrying capacity in Tons registered amounted to

against in 1905

sea-going steamers 1,257,620 1,085,976

sea-going sailing vessels 275,157 276,456

TIME BARGAINS FOR METALS.

The Association of Metal Merchants in this city held a meeting last week at which it was decided, in accordance with a resolution adopted some time ago, to apply to the Senate for permission to establish an exchange for time bargains in copper and tin in Hamburg. A committee has already been appointed, several members of which belong to the Chamber of Commerce. Rules are being drawn up and it is proposed that the following descriptions of tin shall be tenderable, provided it is of good merchantable quality: Straits (Singapore and Penang) Bars and approved brands of Australian tin, also tin from other countries if certified by the analytical chemist appointed by the association to contain at least 99.7 per cent. of the metal. Contracts to be for 5,000 Kilos or multiples thereof.

Copper to be tenderable must, if refined, be of good merchantable quality in bars, ingots or slabs on the basis of 99 per cent. purity; for 99.3 to 99.8 M. 1, and for higher tests M. 2, to be allowed to seller, whilst M. 2 shall be awarded to the buyer in case the parcel is proved by electrolytic analysis to contain less than 99 per cent., a limit of 94 per cent. however is imposed.

Electrolytic copper in bars, ingots and slabs is also admissible on a basis of 97 per cent. with mutual allowances to buyer and seller. Contracts to be for multiples of 5,000 kilos but for no less than 10,000 kilos. Delivery is to be effected by the seller handing over to the buyer either warrants of recognized warehousekeepers in Hamburg or elsewhere or B/L or quay delivery orders. This to apply to transactions in either of the two metals.

TAXATION OF UNEARNEDED INCASEMENT.

The Senate has presented a bill to the Bürgerschaft for the taxation of unearned increment on real property in which it is proposed to levy the following rates on profits accruing from the sale of land:

1/4 per cent. not exceeding M. 2000

2 " " " 6000 to M. 4000

3 " " " 9000 " 8 " 00

4 " " " 10000 " 10000

5 " " " 20000 " 20000

6 " " " 30000 " 30000

7 " " " 40000 " 40000

8 " " " 4000 and over

by 10 per cent. if the profit amounts to from

10 per cent. of the original purchase price;

20 per cent. if the profit amounts to from

30 per cent. to 80 per cent. original purchase price;

30 per cent. if the profit amounts to from

30 per cent. to 40 per cent. original purchase price;

and so on; if the property has been in the hands of the seller for thirty years a rebate of 25 per cent. will be granted, if for less than ten years an additional 10 per cent. will be charged. The other clauses of the bill pose no interest for your readers. It now remains to send what the Bürgerschaft, although as it appears prepared to accept the principle of the bill, will say to the somewhat curious rates proposed by the Senate.

A BOTANICAL COLLECTION.

Lady Brandis, the widow of the late Sir Dietrich Brandis, for thirty years head of the Forestry department in India, who on retiring from the British service had taken up his residence in Bonn, has offered his valuable collection of native plants and of specimens of wood and timber growing there, to the town of Hamburg for the moderate sum of M. 15,000. It appears that the collection has not its equal except in London. The Senate is therefore anxious to secure it and has applied to the Bürgerschaft for the necessary funds.

A SHAMEFUL FAILURE.

Kommunizierender Müller of the Von Bleischwitz Works, whose shameful failure last winter created such a sensation in commercial and banking circles, has been sentenced to five years imprisonment and three years loss of civic rights on the charge of fraud and fraudulent bankruptcy. He was wisely restrained from an appeal to the higher court, as he might have fared decidedly worse there.

PRINCE BULBURIN.

The trial of Prince Bulburin for perjury began last week in Berlin, but as it is conducted in camera, to the exclusion even of the Press, nothing definite is known of the proceedings, except that the Prince continues to deny his guilt. His health seems to be giving way more and more, and it is doubtful whether he will live to hear the verdict pronounced. For the family it would be a happy solution.

THE STATE OF TRADE.

Trade continues dull and languishing; business on the stock exchanges here and in Berlin is confined almost entirely to professional operators, as the public holds aloof. The political situation may in some measure be responsible for this, the manoeuvres of the British fleet in the North sea being viewed with suspicion by most people; they are supposed to have been planned for no friendly purpose and to be little else than a reconnais-

sance en force, the yellow press even going so far as to remind its readers of the fate of Copenhagen just a hundred years ago! But even amongst more moderate minded men a conviction is gaining ground that, at no distant date, England means either to force a peace upon Germany herself or to make a catastrophe of France. It is much to be regretted that feelings of distrust and bitterness which it was hoped were slowly subsiding, should again be aroused, and if allowed to gain strength I fear no exchange of visits of persons and civic dignitaries is likely to allay them. It may take generations for them to disappear again whereas it is obviously essential to the welfare and prosperity of the two nations who are so nearly connected by the ties of blood and religion, and whose economic interests are so closely interwoven that perfect trust and harmony should exist between them. A cordial understanding between the two countries would be the surest guarantee of peace and might eventually lead to a general reduction of armaments.

With regard to the various fees which were charged such as registration fee, tea money, etc., if there were regulations made and enforced by your respectable Bureau it is, of course, only proper that they should be paid, and I will not further discuss them. Moreover I have to thank you for your kindness in making the liberal reduction of 3¢ in the tea money.

I was dumbfounded after hearing what had happened, and it was difficult for me to express my feelings. I am therefore compelled to demand an explanation from your respectable Bureau so as to clear my mind of all doubts as to the truth of the matter.

With regard to the various fees which were charged such as registration fee, tea money, etc., if there were regulations made and enforced by your respectable Bureau it is, of course, only proper that they should be paid, and I will not further discuss them. Moreover I have to thank you for your kindness in making the liberal reduction of 3¢ in the tea money.

You stated that the passport sent by me was not a printed document and therefore you suspected it to be a forgery. Is it not possible for persons who forge documents to forge a printed passport?

The authenticity of all official documents, dispatches is vouchsafed by the seal which is stamped on them and it does not require a person of exceptional intelligence and ability to know this.

Again, you said that nobody would be daring enough to come to Canton single-handed to arrest a criminal. I beg to point out this is not a serious case of murder or piracy. Besides the Inspector was accompanied by the complainant, and I consider that one officer was quite sufficient in this case. I certainly wish I could send a regiment of soldiers as it would naturally enhance the standing of my humble Bureau. But unfortunately the coffers of the Kwangtung Province are in such straitened circumstances that we are not in a position to engage more soldiers. I was reluctantly compelled to send even one officer. But the main object is to execute and carry out public duty effectively and not to send more men than are necessary; besides our regulations are not so numerous as those of Canton.

I am at a loss to understand why you did not wire to the Wuchow Police Bureau and so have promptly cleared up all doubts.

You took so much care and precautions in the execution of your official duties in connection with this matter in the beginning, and finally, without investigating the case and in a most mysterious manner, you discharged the prisoners. The more I think of the matter the more puzzled I become.

The above are the facts as they have been reported to me by the Inspector and corroborated by the complainant. The main object of having Police is to prevent all evils. Kwangtung is one of the richest provinces in China and consequently a Police system was started in the Canton City before it was adopted in any other province in South China. We all look forward to the Canton Chief Police Bureau as a model and with great respect. All your officers are men of great intelligence and ability. We regard the Canton Chief Superintendent of Police and Deputy Superintendent of Police as men who would not leave one stone unturned in the discharge of their duty and would investigate thoroughly all matters that pass through their Bureau leaving nothing for the people to murmur about. I personally always regard you with great respect and I fully understand and appreciate the conduct of the humble Inspector.

I am humbly state that I cannot possibly believe the story. But at the same time I do not doubt the statements made by

SHIPPING.

ARRIVALS.

BENELUX, British str., 1,992, Wm. Guy, 6th August—London and Singapore 31st July, General—Gibb, Livingston & Co.

CARL DIEDERICHSEN, German str., 744, T. Kayser, 6th Aug.—Hamburg and Hothow 5th August, General—Jeske & Co.

CATHERINE ARCAF, British str., 1,730, W. D. A. Thomas, 6th August—Calcutta and Straits 21st July, General—David Samson & Co.

CHATTANOOGA, American cruiser, 3,100, Wright, 6th August—Manila 4th August.

EMPEROR OF INDIA, British str., 3,032, E. Beetham, 6th August—Vancouver 15th July, Mails and General—C. P. R. Co.

HANGHANG, British str., 1,355, S. Wilde, 6th August—Shanghai 23rd July, and Swatow 6th August—Jardine, Matheson & Co.

KWAIKANG, British str., 1,052, Dawson, 6th Aug.—Nowolwang July 26th and Chefoo 27th, General—Butterfield & Swire.

NANSHAN, British str., 1,277, Allen Jones, 5th August—Saigon 2nd August, Rice Bradley & Co.

OCESTES, British str., 2,993, et. D. Owen, 6th August—Hunkow 31st July, General—Butterfield & Swire.

TAMBA MARU, Japanese str., 3,802, C. H. Butler, 6th Aug.—London and Singapore 31st July, General—Nippon Yusen Kaisha.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE 6th August.

Anna, Norwegian str., for Manila.

Hangang, British str., for Canton.

Kumano Maru, Jap. str., for Manila & Australia.

Titajap, Dutch str., for Amoy.

Tjpanau, Dutch str., for Batavia.

DEPARTURES 6th August.

AJAX, British str., for Nagasaki.

AREATON APAC, British str., for Shanghai.

BELLISOPHON, British str., for Seattle.

CHIYUK, Chinese str., for Canton.

DAGNY, Norwegian str., for Canton.

DELHI, British str., for Shantou.

GLENFALLOCH, British str., for Amoy.

KUMICROW, British str., for Swatow.

KWANGPIN, Chinese str., for Canton.

LAIETTE, British str., for Saigon.

TAIWAN, British str., for Saigon.

SHIPPING REPORTS.

The British str. Nanhai reports: Very unsettled weather with heavy squalls of wind and rain and Easterly wind between C. Varsilia and the lat. of 16° N.

VESSELS IN DOCK 6th August.

ARMED DOCKS—Pocahontas.

KOWLOON DOCKS—Surgeon, Cowfield,

Craneley, Charles, Gardiner, Laisang, Amard,

Sanching, H. M. S. Whiting, Fawang, Chan Po,

COSMOPOLITAN DOCKS—Standard, Vanatic.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship FOOCHOW

"HAITAN."

Captain Ronchi will be despatched for the above Port TO-DAY the 7th inst., at 2 p.m.

A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Months of August and September.

For Freight or Passage apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 4th August, 1908. 1151



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUZE CANAL (with liberty to call at the Malabar Coast).

S.S. "MONTROSE" on 11th August, 1908.

For Freight and Further Information, Apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th July, 1908. 1070

DAMPFSCHIFFS-RHEDEREI UNION ACTIEN-GESELLSCHAFT.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship

"ALBENGA."

Captain Lorenzon, will be despatched for the above Port on the 20th August.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 4th August, 1908. 1114

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched for the above Ports on or about the 25th August, 1908.

For Freight and Passage apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th July, 1908. 1088

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENT

in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA in connection with INDO-

CHINA STEAM NAVIGATION CO.'s fortnight

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898. 9

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaek Pier. 3 From Blaek Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & EG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL...	MARMORA	Brit. str.	—	G. H. C. Weston, E.N.R.	P. & O. S. N. Co.	To-morrow, at Noon
LONDON & ANTWERP VIA SINGAPORE &c.	NUJUA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 13th inst.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th inst.
COPENHAGEN & ST. PETERSBURG	SOBEREN	Dan. str.	—	—	MELCHERS & CO.	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 23d inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 6th September.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k. w.	Schwinghammer	MESSAGERIES MARITIMES	On 20th September.
MARSEILLE, &c., VIA PORTS OF CALL...	ARMAND BEHIC	Fr. str.	—	G. Guionnet	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLE, LONDON & ANTWERP & HAMBURG	SANURI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2d Sept., at D'light
MARSEILLE, ANTWERP & HAMBURG, &c.	CATHAY	Dan. str.	k. w.	—	MELCHERS & CO.	Middle of September.
GEPA, MARSHALLS, LONDON, &c., VIA SINGAPORE &c.	SPESIA	Ger. str.	—	Kotsche	HAMBURG-AMERIKA LINIE	About Middle of Sept.
TRISTE, &c., VIA SINGAPORE, &c.	SILESEA	Aus. str.	—	L. Mass	HAMBURG-AMERIKA LINIE	On 20th September.
MONTROSE, &c., VIA MANILA	MONTSUE	Am. str.	—	Rodoniich	HAMBURG-AMERIKA LINIE	On 22d inst., P.M.
ALBENGA, &c., VIA MANILA	ALBENGA	Am. str.	—	—	SANDER, WIELER & CO.	On 11th inst.
CHENGWAH, CHINA-JAPAN, &c.	CHENGWAH	Brit. str.	2 m.	—	SHEWAN, TOMES & CO.	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EXPRESS OF INDIA	Brit. str.	1 m.	M. Yagi	CARLOWITZ & CO.	To-morrow, at Noon
NEW YORK VIA PORTS & SUEZ CANAL	ART MARU	Jap. str.	—	Cowley	CANADIAN PACIFIC E. CO.	On 15th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	KUMERIC	Am. str.	—	S. Ishikawa	CANADIAN PACIFIC E. CO.	On 18th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	ITO MARU	Jap. str.	—	N. Mathieson	CANADIAN PACIFIC E. CO.	On 19th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KUMANO MARU	Jap. str.	—	D. Lopez	CARLOWITZ & CO.	On 1st Sept., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	PRINZ SIGISMUND	Ger. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 13th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 20th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	K. Horina	NIPPON YUSEN KAISHA	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Rus. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	To-day, at Noon
AUSTRALIAN PORTS VIA MANILA	LITUANIA	Rus. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAMBA MARU	Rus. str.	—	H. Harder	BUTTERFIELD & SWIRE	On 11th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Rus. str.	—	V. McClymont-Liddell	JARDINE, MATHERSON & CO., LTD.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	QUESTANT	Rus. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	LIANGCHOW	Rus. str.	—	A. E. Sandbach	JARDINE, MATHERSON & CO., LTD.	On 16th inst., at Noon.
CHONGMINGH	CHONGMINGH	Rus. str.	—	G. Meiners	MELCHERS & CO.	About 12th inst.
CHONGMINGH	HANGSANG	Rus. str.	—	E. Koi	NIPPON YUSEN KAISHA	On 11th inst.
CHONGMINGH	DEPFLINGER	Rus. str.	—	M. Courtney	JARDINE, MATHERSON & CO., LTD.	On 11th inst., at Noon.
CHONGMINGH	YOSHIO MARU	Rus. str.	—	G. W. Cookman, E.N.R.	JARDINE, MATHERSON & CO., LTD.	On 14th inst., at Noon.
CHONGMINGH	FOOCHEUNG	Rus. str.	—	P. & O. S. N. Co.	MELCHERS & CO.	About 14th inst.
CHONGMINGH	PALMA	Rus. str.	—	Schwinghammer	HAMBURG-AMERIKA LINIE	On 16th inst.
CHONGMINGH	AMERIA	Rus. str.	—	Verwo	MESSAGERIES MARITIMES	On 17th inst., P.M.
CHONGMINGH	AUSTRALIEN	Rus. str.	—</			

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	MARIBOR	Noon, 6th Aug. See Special OF CALL..... Capt. G. H. C. Weston, R.N.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	NUBIA	About 12th Aug. Freight and Passage. Capt. F. J. Fox
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA		About 14th Aug. Freight and Passage. Capt. G. W. Cookman, R.N.E.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 3rd August, 1908.

1

**CHINA NAVIGATION CO.,
LIMITED.**

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS	TO SAIL
SWATOW and SHANGHAI	KIUKIANG
AMOY, CHEFOO & NEWCHWANG	KWEIYANG
TSINGTAU, CHEFOO & NEWCHWANG	LIANGHOU
MANILA, ZAMBOANGA, THURSDAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	TEAN
MANILA STEAMERS & TIENTSIN STEAMERS	On 7th Aug., 4 P.M.
AUSTRALIAN STEAMERS	On 8th Aug., 4 P.M.
SHANGHAI STEAMERS	On 8th Aug., 4 P.M.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	On 2nd Sept., 4 P.M.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. 11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS	TO SAIL
TIENTSIN VIA SWATOW,	CHEONGSHENG
WEIHAIWEI & CHEFOO	Friday, 7th Aug., Noon.
MANILA	YUENSANG
SHANGHAI	HANGSANG
SHANGHAI	YATSHING
SINGAPORE, PENANG & CALCUTTA	KUTSANG
SIFHLA, YOKOHAMA, KOBE & MOJI	TOOKSAN
MANILA	TOOKSAN

RETURN TOURS TO JAPAN,

OCCUPYING 21 DAYS.

The steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave by Land Sea and Moji to Hongkong, providing these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Thread Bells of Lading to Yangtze Port, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JAEDINE, MATHESON & CO., LTD.,

Hongkong, 7th August, 1908. GENERAL MANAGERS. 16

FOR STEAMERS	TO SAIL
KUDAT & SANDAKAN	BORNEO
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	SCHAARNHOST
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	DERFLINGER
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ SIGISMUND

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th August, 1908.

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Thread Bells of Lading to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

For HAYEB & HAMBURG:

S.S. AMBRIA ... 16th August

S.S. BEASILIA ... 27th August

S.S. SILESIA ... 10th September

S.S. SAMBIA ... 16th September

S.S. SUESVIA ... 25th September

S.S. SENEGAMBIA ... 10th October

S.S. BELGRAVIA ... 17th October

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. 12

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUNZI.—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawater, (Peking Tientsin), Kobe, Yokohama.

NaPES to HOKKOKA in 30 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety, and Comfort.

TRANSPACIFIC.—Victoria (E.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe. via Vancouver

YOKOHAMA to VANCOUVER 13 Days

YOKOHAMA to LONDON and PARIS 28 Days

HOMeward via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= QUESSEANT ... 27th Aug.

= ADMIRAL OLEY ... 12th Oct.

= New Twin Screw, 15,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 7th August, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJULATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILLIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIMAJI	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TUKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Buildings, 1st Floor.
Hongkong, 31st July, 1908.

Telephone No. 875.

**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.**

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE sent, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—
16, D'AS-VEUX ROAD
920.

Japan Office:
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AKKE, Norwegian str., 1,899, Galliokson, 1st August—Moji 23rd July, Coal—Wallen & Co.	PELEUS, British str., 7,441, W. T. Hannan, 3rd August—Tacoma, U.S.A. via Ports 8th July, General—Butterfield & Swire.
AMARA, British str., 1,526, Mattock, 19th July—Hongkong 16th July, Coal—Jardin, Matheson & Co.	PITANLUOK, German str., 1,261, T. Heyens, 3rd August—Bangkok 24th July, and Swatow 2nd August, Rice and Wood—Butterfield & Swire.
ANNA, Norwegian str., 1,017, Hartnett, 25th July—Ota 14th July, Railway Sleepers—Asgard, Thoresen & Co.	PROTEUS, Norwegian str., 1,024, C. Möller, 3rd August—Saigon 29th July, Rice—Asgard, Thoresen & Co.
ANZA, Norwegian str., 1,017, Hartnett, 25th July—Ota 14th July, Railway Sleepers—Asgard, Thoresen & Co.	QUINTA, German str., 887, F. Frahm, 31st July—Saigon 27th July, Rice—Siemssen & Co.
APHEODITE, British str., 2,235, J. H. Smith, 31st July—Marano 21st July, Coal—Doddwell & Co.	RAJAH, German str., 1,204, R. Petersen, 3rd August—Bangkok 16th July, Rice—Butterfield & Co.
AYUTHIA, British str., 694, R. J. Curtis, 2nd August—Bangkok 24th July, Rice—Gibb, Livingston & Co.	SHIMA, British str., 2,236, T. Ogilby, 9th July—Fugit Sound via Hakodate and Moji 3rd June—Flour—Doddwell & Co.
BAKAR, British str., 1,404, Whyte, 24th July—New York 7th May, and Durban 22nd June, Case Oil—Standard Oil Co.	SOLSTAD, Norwegian str., 897, H. Malson, 30th July—Haiphong 25th July, Rice & General—A. Martz.
BARKER, British str., 1,404, E. Rodger, 3rd August—Sandakan 23rd July, Melchers & Co.	STANDARD, Norwegian str., 894, H. N. Bull, 17th July—Singapore 10th July, General—Wallen & Co.
CHATHAM, British str., 2,316, A. J. Duff, 5th August—Callao 24th June—China.	TELEMACHUS, British str., 4,802, J. H. Goodwin, 29th July—Shanghai 26th July, General—Butterfield & Swire.
CHONGMING, British str., 1,256, W. McFiddell, 1st Aug.—Tien-tien via Ports 26th July, General—Jardine, Matheson & Co.	TJILATJAP, Dutch str., 2,474, General—Java-China-Japan Lijn.
CHITTEN, Chinese str., 1,171, O. S. O. ... 1st Aug.—Osaka Shosen Kaisha.	TIJIPANAS, Dutch str., 2,441, A. Pandier, 1st August—Moji 27th July, Coals—Java-China-Japan Lijn.

POST OFFICE NOTICE

FOR	FROM	DATE
Haiphong		Friday, 7th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai		Friday, 7th, 9.00 A.M.
Kobe and Yokohama		Friday, 7th, 9.00 A.M.
Haiphong		Friday, 7th, 10.00 A.M.
Manche		Friday, 7th, 10.00 A.M.
Nagasaki, Kobe and Yokohama		Friday, 7th, 11.00 A.M.
Singapore		Friday, 7th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin		Friday, 7th, 11.00 A.M.
Hangkow, Wuhaiwei, Chieffoo and Tientsin		Friday, 7th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Port, Hobart, Launceston, New Zealand and Fremantle		Friday, 7th, 11.00 A.M.
Swatow, Amoy and Foochow		Friday, 7th, 11.00 A.M.
Macao		Friday, 7th, 11.00 A.M.
Ocean Island		Friday, 7th, 11.00 A.M.
Swatow and Shanghai		Friday, 7th, 11.00 A.M.
Manila		Friday, 7th, 11.00 A.M.
Hongkong		Friday, 7th, 11.00 A.M.
Kudat and Sandakan		Friday, 7th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, TOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO		Friday, 7th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		Friday, 7th, 11.00 A.M.
Manila.....		Registration, 9.00 A.M.
Kedung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver		Registration, 9.00 A.M.
Euros &c., India via Tuticorin		Registration, 9.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		Registration, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		Registration, 9.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		No late fee.
The Parcel mail will be closed to day at 5 p.m.		No late fee.
Macau.....		Letters, 10.00 A.M.
Tsingtao and Newchwang		Letters, 10.00 A.M.
Amoy, Chefoo and Newchwang		Letters, 10.00 A.M.
Swatow, Amoy and Tamsui.....		Letters, 10.00 A.M.
Shanghai.....		Letters, 10.00 A.M.
Singapore, Penang and Bombay		Letters, 10.00 A.M.
Singapore, Penang and Calcutta		Letters, 10.00 A.M.
Manila.....		Letters, 10.00 A.M.
Singapore, Penang and Colombo		Letters, 10.00 A.M.
EUROPE &c., INDIA VIA TUTICORIN.....		Printed Matter and Samples, 9.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, 10.00 A.M.
Singapore, Penang and Calcutta		Registration, 10.00 A.M.
Manila, Friedrich Wilhelmshafen, Simpsonshafen, Herberthof, Matapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle		Registration, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji		Registration, 10.00 A.M.
Manila.....		No late fee.
SHANGHAI, NAGASAKI, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)		Letters, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		Letters, 11.00 A.M.
Europe &c., India via Tuticorin		Letters, 11.00 A.M.
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents)		Letters, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		No late fee.
Kashung, Moji, Kobe, Shimidzu, Yokohama, Victoria and Seattle		Letters, 11.00 A.M.
Poss. Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle		No late fee.

THE VALUE OF CLARET

AS A HEALTH GIVING DAILY BEVERAGE HAS OFTEN BEEN INSISTED UPON BY THE MEDICAL PROFESSION.

Dr. KING CHAMBERS, the well-known authority on diet, has pronounced the verdict that

"As a regular beverage for healthy persons there is no wine on the English market equal to Claret."

Therefore every lover of Claret should see that they get the right wine and not a wine that is subjected to a good deal of unscrupulous falsifying and imposed upon consumers as genuine. We confidently recommend to our Customers our SUPERIOR ST. JULIEN ** bottled and guaranteed by MESSRS. BOUBERS FERREZ, one of the most reliable firms in Bordeaux dealing in Red Wines, to be the genuine produce of the Grapes. This Wine, for its price, will compare most favourably with locally bottled low grade wine in body, quality and flavour.

PER DOZEN PINTS \$6.25

PER DOZEN QUARTS \$10.50

SAMPLES ON APPLICATION TO

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 23rd July, 1908.

88

FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Wood-work temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Wood-work

FOR ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

a peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow.

General Agents for the Ea

1547

TO-MORROW

Sal, Japanese Cigar, Sales Rooms, Messrs. Hughes & King, 2, 15 P.M.
Royal Theatre, Box 6, 8.30 P.M.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS

August 6th

ON LONDON.

Telegraphic Transfer 1.98

Bank Bills, on demand 1.98

Bank Bills, at 30 days' sight 1.98

Bank Bills, at 4 months' sight 1.98

Credit, at 4 months' sight 1.98

Documentary Bills 4 months' sight 1.98

ON PARIS.

Bank Bills, on demand 2.25

Credit, at 4 months' sight 2.25

ON GENEVA.

On demand 1.83

ON NEW YORK.

Bank Bills, on demand 4.91

Credit, at 60 days' sight 4.91

ON BOMBAY.

Telegraphic Transfer 1.84

Bank, on demand 1.84

ON CALCUTTA.

Telegraphic Transfer 1.84

Bank, on demand 1.84

ON SHANGHAI.

Bank, at sight 7.41

Private, 30 days' sight 7.41

ON YOKOHAMA.

On demand 8.81

ON MANILA.

On demand—Peso 88

ON SINGAPORE.

On demand 7.71

ON BATAVIA.

On demand 1.07

ON HONGKONG.

On demand 6.90

ON SAIGON.

On demand 8.92

ON GOLD LEAF.

100 fine, per ream 57.60

ON BAR SILVER.

per oz. 244

SUBSIDARY COINS.

per cent.

China, 20 cents pieces \$8.00 discount

10 9.00

Hongkong 20 7.80

10 7.85

VESSELS EXPECTED.

THE AMERICAN.

The new T.K.K. str. Tenyo Maru arrived

in Manila on Thursday morning, the 6th inst.

and she will be due to sail from there about the 9th inst., arriving in Hongkong on Tuesday morning, the 11th inst.

THE INDIAN MAIL.

The Indo-Chin str. Fookeang left Calcutta

for this port via the Straits on the 29th ult.

and may be expected here on or about the 14th inst.

THE GERMAN MAIL.

The I.G.M. str. Scharnhorst left Kobe via

Napasaki and Shanghai on the 3rd inst. p.m.

and may be expected here on or about the 11th inst. p.m.

THE J.G.M. str. Dorflinger carrying the German Mail with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. a.m.

and may be expected here on or about 12th inst.

The J.G.M. str. Manila left Sydney on the 29th ult. p.m., and may be expected here on or about the 21st inst.

MECHANT STRAMERS.

The N.Y.K. str. Aki Maru (American Line)

left Kobe for this port via Moji and Shanghai

on 31st ult., and is expected here on 9th inst.

The American & Oriental Line str. Jersey from New York is due here on or about 10th inst.

The C.P.R. str. Lennox left Vancouver a.m. on the 27th ult., for Hongkong via the usual ports of call.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. McClean

Mr. V. Anco & servant

Mr. C. E. Barnes

Mr. H. G. Batticombe

Capt. H. B. Bentzheim

Mr. S. Minchurn

Mr. J. H. N. Mody

Dr. G. D. R. Black

Mr. B. Blumenthal

Mr. A. B. Blum

Mr. T. Brayfield

Mr. & Mrs. J. Bumann

Mr. W. C. Bunner

Mr. S. de Bussiere

Mr. & Mrs. R. S. Carr

Mr. A. Carter

Mr. H. E. Colvin

Mr. H. L. Condor

Capt. W. H. Copp

Mr. W. H. Copp

Miss C. Copp

Mrs. M. Courtney and child

Mr. E. W. Day

Mr. J. Van Duyn

Mr. F. E. Earom

Mr. W. F. Evans

Mr. A. Eymall

Mrs. J. Enwick & son

Mr. G. H. Fitzwilliams

Mr. S. J. Fuller

Capt. T. A. Hall

Mr. J. N. Hall

Mr. G. V. Hayes

Mr. F. A. Horca